

CLASSIFICATION **SECRET**

COUNTRY East Germany REPORT \_\_\_\_\_

TOPIC Grossenhain Airfield 25X1

EVALUATION \_\_\_\_\_ PLACE OBTAINED \_\_\_\_\_ 25X1

DATE OF CONTENT \_\_\_\_\_ 25X1

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REFERENCES \_\_\_\_\_ 25X1

PAGES 2 ENCLOSURES (NO. & TYPE) \_\_\_\_\_ 25X1

REMARKS \_\_\_\_\_ 25X1

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This is UNEVALUATED Information

1. The following air activity and aircraft were observed at Grossenhain airfield between 1 and 22 December 1954: 25X1

1 and 2 December. There was no air activity.

3 December. Between 1200 and 1300, individual local flights were made by MIG-15s or U-MIG-15s. At 1215, an element of two MIG-15s or U-MIG-15s made a short local flight.

4 to 8 December. No air activity was observed.

6 December. Six MIG-15s or U-MIG-15s were parked on the dispersal area of the alert flight at the eastern end of the runway and 2 swept-bank jet fighters were seen on the runway. 25X1

9 December. Between 2000 and 2200, there was air activity by MIG-15s or U-MIG-15s which made about 10 local flights at intervals of 10 to 15 minutes and at an altitude of about 300 meters. The aircraft had set position lights.

10 to 13 and 16 December. No air activity was observed.

17 December. Between 1300 and 1500, individual local flights were made by 10 to 12 MIG-15s or U-MIG-15s at intervals of 10 to 15 minutes. The alert formation of 4 swept-back jet fighters was parked on the usual dispersal area next to the new building at the end of the runway. A total of 26 to 28 MIG-15s or U-MIG-15s were observed at the field and in the air.

18 to 20 December. No air activity was observed.

21 December. Between 1500 and 1600, short local flights were made by 5 MIG-15s or U-MIG-15s.

22 December. There was no air activity. 1

2. Radio and radar installations at the field:

The Token-type set was observed at its former location on Spittelberg. It was not in operation. About 100 meters south of this set was a Knifereast-type radar set. The area of the radar station was surrounded by a common wire fence.

The Adcock DF station was still located north of the water works. The radio installation opposite the main guardhouse which previously consisted of 4 masts now had only 2 masts which were 8 to 10 meters high and mounted on a flat pedestal. The two masts were interconnected by an antenna wire which was fitted just under the mastheads. Another wire branched off from the mid-point and extended downward.

The previously reported umbrella structure was located between the third and fourth hangars when seen from the east.

The inner landing beacon was 500 meters from the end of the runway northwest of Folbern.

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The outer landing beacon was in the extension of the runway between Folbern and Kalkreuth. Another radio installation, probably the homing beacon, was located about 400 meters southwest of the outer beacon. An unidentified antenna was seen about 250 meters northwest of the homing beacon.

After 5 December 1954, a telephone line was laid along the railroad line to Folbern, just south of the fence around the landing field. Three holes for masts were dug. On 13 December, about 8 men were engaged in attaching a cross piece with an unidentified number of insulators to the wooden mast laying next to the first hole. From the location of this hole it was inferred that the telephone line began just south of the AA gun emplacement.<sup>2</sup>

3. Although repeated efforts had been made, the pin-point location of the northeastern end of the SW-NE runway could not be determined because the terrain in the northeastern section of the field was slightly lower than the surroundings and the view was partially obstructed by woods.
4. No changes were observed on the AA gun emplacement. At 1400 on 7 December, 3 or 4 men were seen around each gun but no activity was observed. At 1600, the emplacement was unoccupied and the guns were covered with tarpaulins. On 13 December, each of the 6 AA guns was surrounded by 4 or 5 men who apparently received instruction.<sup>3</sup>
5. The soldiers observed in the town included many young men who had apparently arrived recently.

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1. Comment. It is believed that Grossenhain airfield is still occupied by a fighter division headquarters and 2 fighter regiments. Apparently only a few instruction flights were made by the exchanged flying personnel. Aircraft was observed for the first time. About 27 MiG-15s or U-MiG-15s were counted on the landing field.

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2. Comment. The radar station on Spittelberg was previously occupied by 1 Fishnet-type radar set in addition to the Tokan-type and Kniferest-type sets mentioned in the present report. The Adecock-DF station and the inner and outer landing beacons have repeatedly been confirmed. The radio installation of 2 masts opposite the main guardhouse was mentioned previously. The two radio installations near the outer landing beacon and the telephone line parallel to the railroad line to Folbern are reported for the first time.

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